

Herron Station Area Plan Executive Summary

PURPOSE

Pittsburgh Regional Transit's (PRT) plan is intended to:

- Improve connectivity, operations, and overall function at the station to encourage higher ridership and support Transit-Oriented Development (TOD) in neighborhoods surrounding Herron Station.
- Engage all the relevant stakeholders to ensure that TOD opportunities are community supported and complementary to other planned projects. This will enable future implementation of TOD—supportive initiatives (e.g., TOD-friendly zoning, strategic purchase of land, recommended roadway improvements, etc.).
- Build new infrastructure that meets the needs of today while enabling future service expansions and network adaptability.

CONTEXT

PRT's Martin Luther King (MLK) Jr. East Busway is a unique and high performing public transportation asset for the City of Pittsburgh, Allegheny County, and the broader Pittsburgh metropolitan region. With fast, reliable, high-capacity transit service connecting residents to job, education, and healthcare opportunities, improving the passenger experience and access to East Busway stations is one of the most impactful ways to improve mobility in the community.

The Herron Station Area Plan seeks to improve mobility by modernizing Herron Station to be more comfortable and welcoming, to improve visibility and access to the station by re-establishing direct access to Polish Hill, and upgrading streetscape and amenities for pedestrians walking to Herron Station from Lawrenceville and the Strip District.

The study area for the Herron Station Area Plan encompasses significant portions of Polish Hill, Lower Lawrenceville, and the Strip District, stretching along Herron Avenue from Bigelow Boulevard to Doughboy Square. Community organizations, local agencies, and residents in and around these areas played a pivotal role in the plan to develop a comprehensive design.

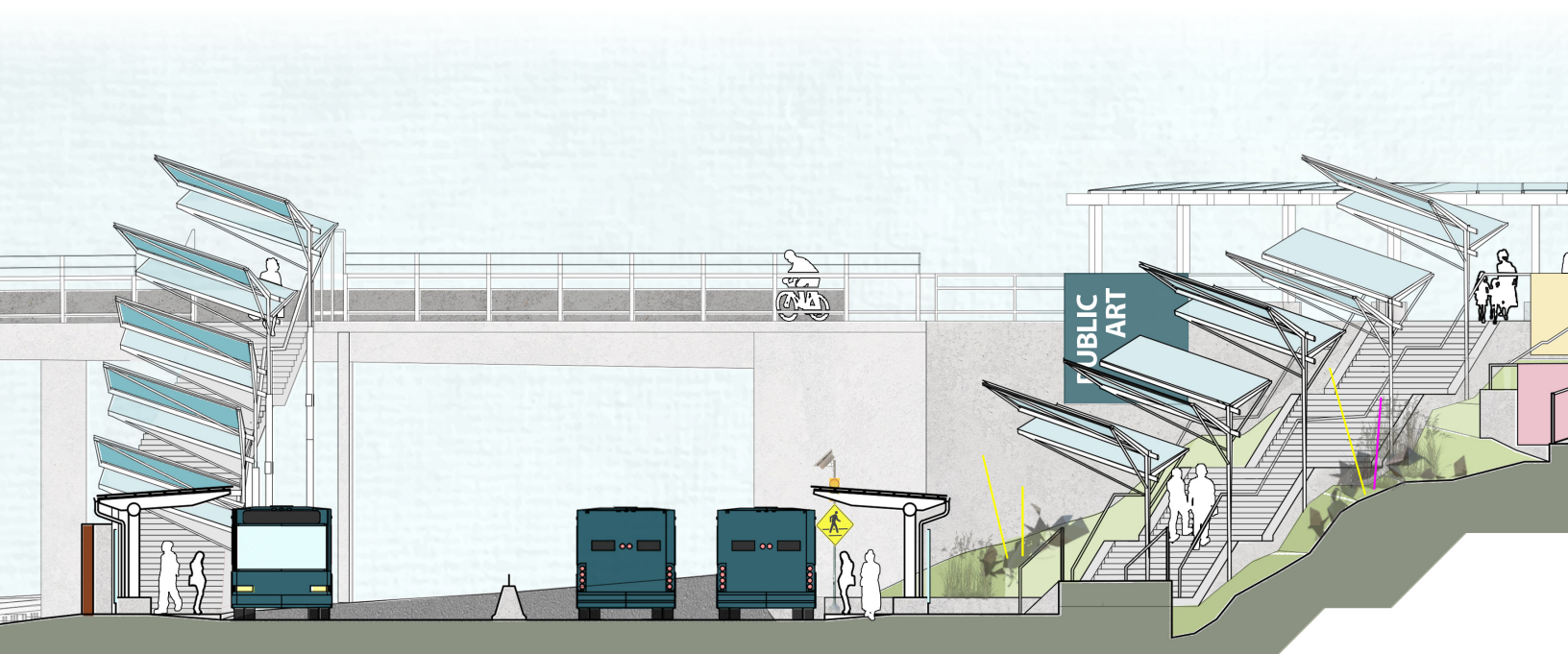


Fig. 1 Cross section showing the new platforms at Herron Station and the canopies over the staircases from Herron Avenue

HERRON STATION IMPROVEMENTS

Street-Level Plaza at Ruthven Street

The entrance to Herron Station from Herron Avenue will be expanded into a plaza with a large canopy in the style exemplified by the recent modernization of Negley Station. The plaza will create a more welcoming entrance for people approaching the station from the bridge, and create a more pleasant location to wait for the PRT's 54D bus. In addition to an improved waiting area, there will be sheltered bicycle parking and a POGO bike share station located between the Plaza and the base of the new Polish Hill stairs.

Outbound Platform Access Ramps and Stairs

An upgraded ramp will provide wheelchair access down to the platform level of the station, with new intermediate rest points with shelters. Trees and vegetation that limit sight lines will be relocated to make the ramp between the platform and plaza fully visible from the surrounding areas.

Improving Station Access

With a rebuilt and improved staircase, Polish Hill will be reconnected to Herron Station from Downing Street. The staircase will not only provide access, but also act as an amenity offering long-range views over Lawrenceville to the

Allegheny River. With several landings in between Polish Hill and the station, there will be multiple vantage points to enjoy the view of surrounding neighborhoods and Pittsburgh. While the prior staircase turned away from the station at street level, the new staircase will lead directly to the POGO bike share station and station plaza.

Acoustic Wall Extension

As the platforms are lengthened, the wall between the railroad and the busway on the inbound side of the station will also be lengthened to attenuate the amount of noise from passing trains experienced by inbound passengers.

New Opportunities for Public Art

The new station design provides a variety of opportunities for new public art. With the new ramps and staircase on the outbound side, there will be some new retaining walls that will offer an opportunity for public art on those surfaces. The butterfly canopies will enhance the artistic character of the station, and in the evening, lighting in a variety of locations will provide an opportunity to make the station itself a beacon of artistic interest after dark.

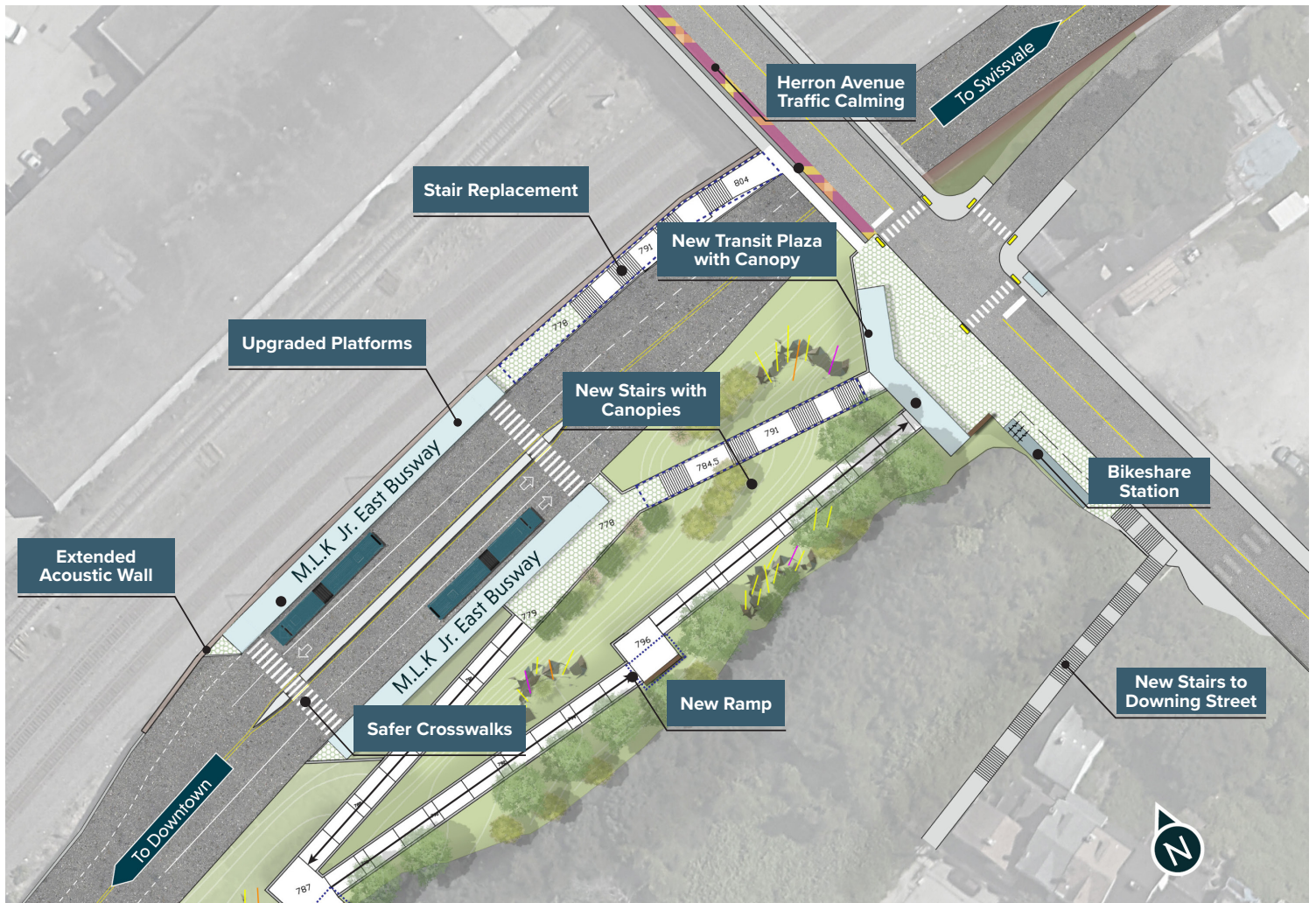
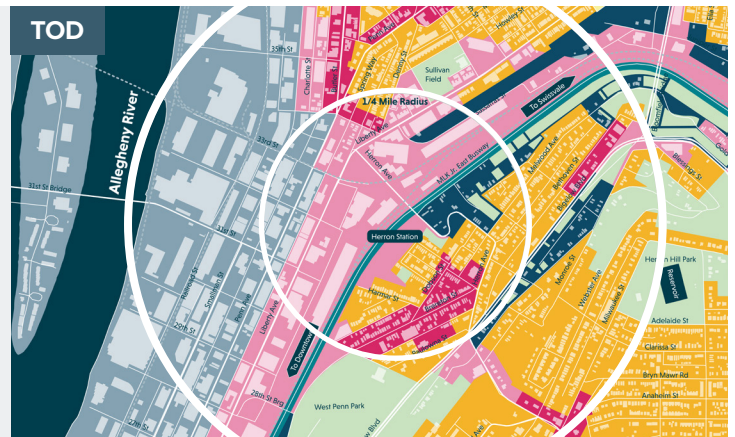


Fig. 2 Herron Station Conceptual Design

GOING BEYOND HERRON STATION

Equitable Transit-Oriented Development (ETOD)

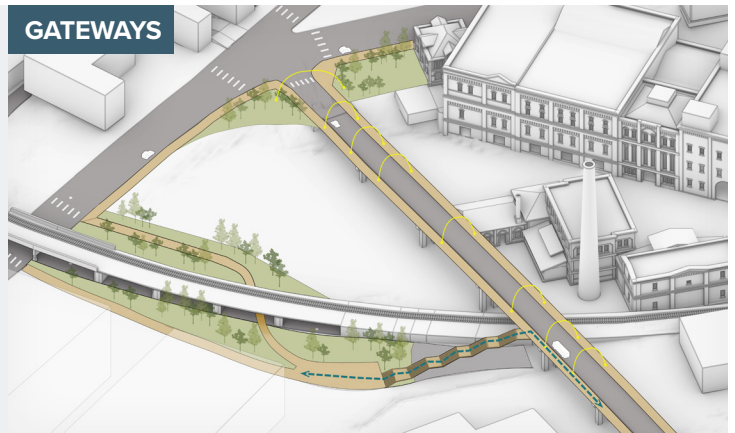
PRT is committed to encouraging ETOD in its station areas. While PRT does not own developable land in this station area, it will continue to engage with partners to ensure the recommendations to promote ETOD in this report are implemented. These include rezoning parts of the station area to allow for higher density, considering a Transit Investment Revitalization District (TRID) study, and ensuring community ownership over the development process.



Gateway Improvements

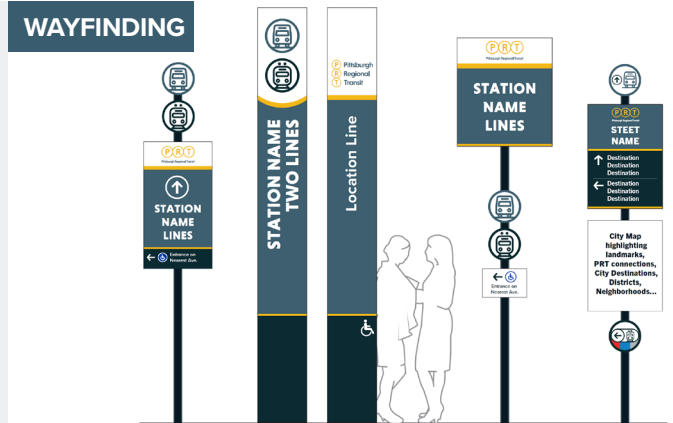
Access to the station will be improved not only at the station site itself, but also at the Gateways that bring nearby residents to Herron Station.

Future improvements to the surrounding connectivity network include new steps at Downing Street, a connection to 33rd Street from the Herron Avenue Bridge, and a direct connection from Liberty Avenue to Penn Avenue.



Wayfinding Improvements

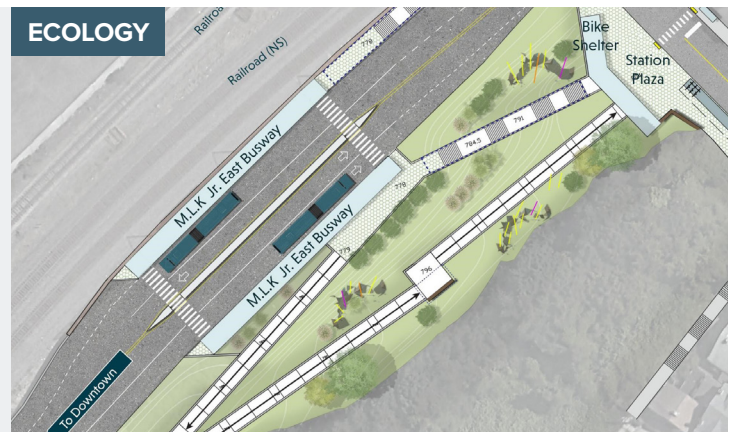
Public input received throughout this project indicates that there are a substantial number of residents who are either not aware that the station exists, or how to get to the station from their neighborhood. This plan recommends installing wayfinding signs throughout adjacent neighborhoods at the edge of the 10-minute walkshed for Herron Station.



Ecological Restoration

PRT has an opportunity to create a more sustainable Herron Station by introducing low-maintenance native plants to ensure the long-term maintenance of the station design.

PRT is working to remove invasive species from its properties, and there may be an opportunity to partner with the City of Pittsburgh to develop a system-wide forestry management plan for PRT.



■ IMPLEMENTING THE VISION

A new Herron Station presents the opportunity to:

- **Support improved access** to transit for everyone
- **Create an inviting and inclusive environment** that supports residents of all ages and abilities
- **Improve on an already strong operational safety record** at Herron Station
- **Support community and ridership growth**
- **Integrate sustainability** into the physical design of the station through reforestation strategies, solar energy, green stormwater infrastructure, and other treatments.

Components of this plan will be implemented by PRT and other partners, particularly DOMI, as funding opportunities become available. Some elements of this plan have funding and a timeline while others yet do not. The graphic below provides a likely sequential timeline for station improvements.



Fig. 3 Stakeholders Visit Herron Station During the Planning Process

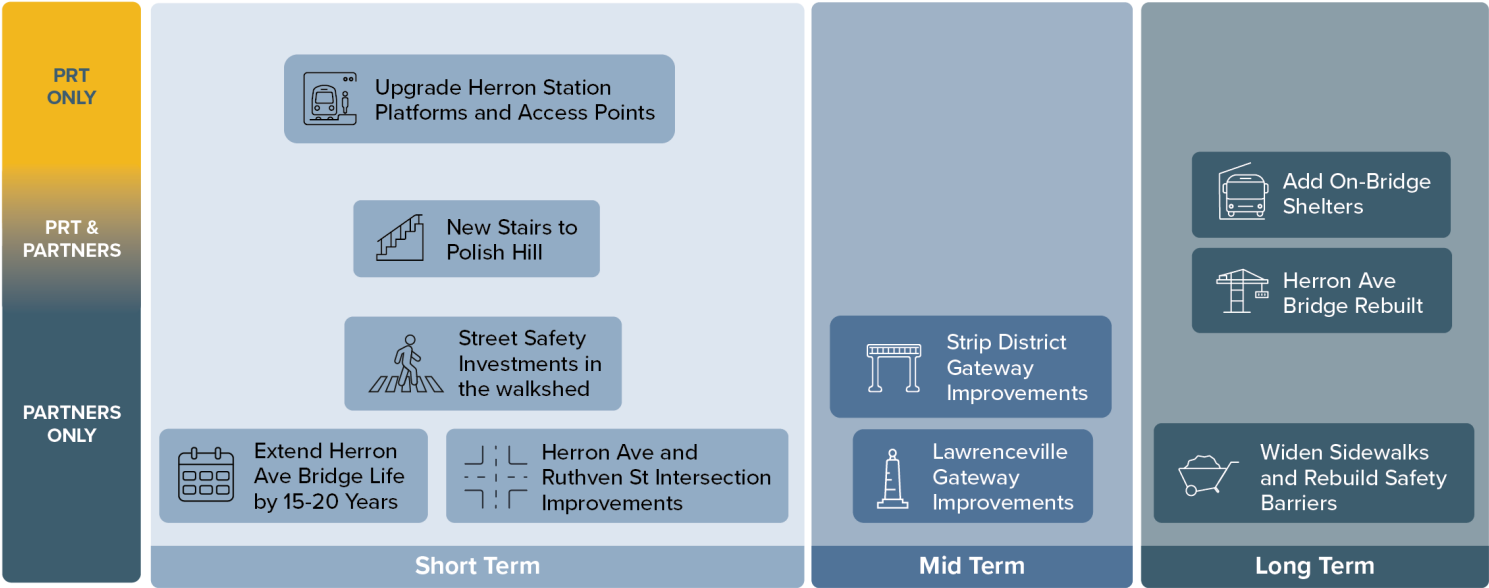


Fig. 4 Short, middle, and long term phases of implementation